

# The Washington Times

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## GOOD-BY TO THE PEERS.

The British house of peers is getting ready to make another spectacular ass of itself. Bitterly opposed to Irish home rule, it is proposed that the lords shall adjourn to a time beyond the end of the present parliament's life, without rejecting the home rule bill, and thus making it impossible for the commons to pass it over the lords' veto, as required by the parliament act lately made law to meet just such cases.

The lords, by such a course, would not seriously defer home rule, for they would make certain that the liberals would control the next parliament. But they would hasten greatly the day when the upper chamber will be completely abolished.

## THE NEW HAVEN REPORT.

The New Haven railroad system is not to be compared with the Union Pacific's series of mergers, because the Union Pacific, at the end of all the amazing operations of Harriman, was still merely a very great railroad system, instead of a small one. It was a railroad system, and nothing more; while the New Haven, when President Mellen had carried out his plans, was a railroad system, an operator of vast steamship interests, a conductor of a vast network of trolleys, the landlord of sundry summer hotels, and, in short, a promising bidder for a monopoly of all kinds of transportation and various related enterprises in New England.

The New Haven campaign under Mellen was manifestly a fight to establish monopoly, and a monopoly of the most objectionable sort. The Union Pacific system did not look to anything of that sort. There was a close question whether Union Pacific control of Southern Pacific was a violation of the anti-trust law; the circuit court did not think it was, but the Supreme Court reversed that finding. At any rate, the measure of restraint of trade in the case of the Union Pacific was exceedingly moderate as compared to that which was demonstrated by the activities of the New Haven.

Commissioner Prouty's report, for the Interstate Commerce Commission, ought to be made the basis for some effective proceeding to discourage such operations as the New Haven has long carried on. Railroads have no business aspiring to the general commercial overlordship of vast regions. It is bad for the region—as proved by the bitter revolt of New England—and it is bad for the railroad—as proved by the bad condition of the New Haven.

## "A PARADISE OF GRAFTERS."

Governor Sulzer is telling some amazing things in the series of articles he is publishing on his graft discoveries at Albany. He shows that in 1882 the New York annual State budget was \$7,690,000; now it is from \$55,000,000 to \$60,000,000, and he has been trying to find out what the people get for the increase. For much of it they get nothing; and as to that part, he has been investigating just how the grafters get it away from the State. Here is one instance he relates:

A plumber was given the plumbing contract for the capitol, which for one wing only amounted to more than \$54,000. He departed from the specifications so radically that my experts have estimated that he has made 40 to 50 per cent more on the contract than he would have made had he given the State the material that he contracted to deliver.

When the State architect, who not only knew of these changes, but admitted that he consented to them, was asked what he had to say about it, he declared that he had a verbal understanding with the plumber by which the State was to receive an allowance—amount not stated—because of its acceptance of this inferior material.

When I compelled the State architect to resign, we discovered that instead of the State getting an allowance for the use of inferior material, the contractor had been permitted to get an increased sum for the use of inferior materials and had indeed received an increase in almost every item in the schedule of his contracts.

It is the story of the New York and Pennsylvania statehouse construction scandals over again. Fittingly to characterize such administration, such boldness and directness in loot, or to portray the demoralizing effect of such indecencies on the public morals and on the people who must pay for such excesses, is well-nigh impossible. To remember that in a general way New York has long known of such things, and that they have been traced home to the ruling powers in both old political parties, is ample explanation of why nobody has nowadays any political affiliations in which he retains confidence or satisfaction.

## RAILROAD LIVING COSTS.

Conductors and trainmen on Eastern railroads having demanded an increase of wages of \$17,000,000 a year have voted to strike unless, failing arbitration, they get that increase, or some of it. They maintain that their wages have not been sufficiently advanced, along with the wages of other employees, to enable them to keep up with the increasing cost of living. That is the men's side of the case.

The railroads declare that the increases already granted to the conductors and trainmen make their wages exceedingly high. These annual earnings of the men undoubtedly will later be a large subject for discussion in detail. The roads protest that they can't pay the further \$17,000,000 increase in wages without an increase of traffic rates to meet those and other increased and increasing bills. That is their side of the case.

The public's side of the case is that transportation

costs can't go on mounting year after year, almost month after month, without those increased costs coming straight out of the pockets of the consuming public.

For some time the railroads have met increased costs of labor, materials, supplies—even increased costs of bond loans for extensions and betterments—without putting all the bills directly and squarely up to the public. This has been so because in some cases intensified traffic was able to take care of part of the increased costs and because in others the Federal Government, acting through the Interstate Commerce Commission and the United States courts, would not permit the railroads to increase rates at all when they wished to do so, or would not permit them to increase rates as much as they wished to do.

But anybody can see that the railroads' cost of living, whether driven higher and higher by increased labor cost or by other cost, cannot continue to climb and climb without the public paying the piper.

## HOW ABOUT THE CLERKS?

The Navy Department has been looking into the question of Government wages and living costs in Washington, and finds that people under its authority are entitled to an increase in wages, because of the high living costs. Accordingly an order has been issued, directing an increase of 7.8 per cent in the wages of mechanics at the Navy Yard, dating from July 1.

Assistant Secretary Roosevelt under direction of Congress created a special board of inquiry, three naval officers and three workmen in the yards, to study conditions. They reported that living costs in Washington are higher than in some other cities fairly comparable, and, therefore, the increase was needed. It appears also that the increase granted is sufficient to absorb the entire amount made available by Congress for this purpose.

In taking this action Congress and the department have created a model that might well be adopted for a general consideration of the wages of civil service workers in this town. First, Congress recognized the necessity. Then the department investigated in detail. A flat percentage advance of wages was ordered for the time being, and between now and January 1 a careful reorganization of wage schedules will be made, under which it is expected there will be sweeping changes. Some people will get much larger increases than those provided by the present temporary plan, some will not get so much. The effort will be made to establish a more equitable basis.

That is exactly what is needed to be done for the civil service people. For sixty years THEIR schedule of compensation has not been revised. It is now officially announced that living costs demand an advance for the Navy Yard people. Yet the Navy Yard workers have had their wages readjusted time and again to developing conditions, since there was a single change in the general schedule applying to clerical positions.

Are we to presume that while the cost of living for Navy Yard people goes up and up, the cost of living for clerical employees does not?

The Government's position is utterly impossible. The Navy Yard workers get an advance that they needed and fully deserved, and are to be congratulated on it.

But why not the clerks? The Government has established a system of mediation and arbitration for wage and labor disputes, under which railroad employees have repeatedly had their demands decided, and invariably have secured advances in wages.

The salaries of Congressmen, Senators, judges, the President—everybody at the top of the Government's service—have gone upward.

The pay of army and navy has been advanced.

Everybody gets a slice except the civil service workers, who are not organized into unions, who cannot strike, who have no franchise in the great majority of cases.

That's the real explanation. They have no club to hold over Congress and the public. The railroad men can threaten to tie up transportation and business.

The rural mail carriers, who get an increase of wages every session or two of Congress, and are the most overpaid people in the Government, all features considered—they get their wages raised right along, because they are organized, and because they are credited with a lot of political pull that they might use to the disadvantage of their respective Congressmen.

## COLONIZATION FOR THE SOUTH.

Appointment of a specialist on colonization by the Southern Settlement and Development Organization means a new attempt to work out a problem whose satisfactory solution it has hitherto been impossible to attain.

No greater service could be performed not only to the South but to the country generally than to find some means of supplying adequate labor, either by farm owners or employees, for agricultural work. It would mean a vast immediate increase in production and a development of economic resources in every direction. We have seen in the last few weeks and are still seeing the annual spectacle of farmers desperately trying to get help to harvest their crops, with poor results in many cases, and heavy total loss from delay and inefficiency.

One of the subjects which needs first attention in the Southern States is the possibility of diverting foreign capital and labor to the farm. It is impossible to see how the supply can be properly recruited from any other source. Of course, the South prefers American settlers. But even if it should succeed in diverting many industrious persons from the North and West, it is hard to see that more would be accomplished than lessening a difficulty in one part of the country and increasing it in another.

We are glad to observe that there is enough courage left to make another effort to perform the highly useful service in view, for only by continually trying can the situation be saved from becoming progressively worse.

## THIS & THAT

With Sometimes a Little of the Other

### ON BUYING A SUIT.

When to the tailor's gloomy haunt

I nonchalantly go,

Do I get anything I want?

No.

When I inform him, "Something plain,

Sans frill or furbelow,"

Is that the kind that I obtain?

No.

And when I think I've made it clear

About the so-and-so,

Is that the way it will appear?

No.

When I explain, "This must be cut

Particularly low,"

I look when it is finished, but—

No.

And when I tell him, "Send the bill

To such-and-such address,"

Do I feel positive he will?

Yes.

"The esteemed Anti-Saloon League," remarked Old Frank Lord, in an exclusive interview granted this crystalline compendium, "has overlooked a bet in its probe of my corrugated career. When but a lad I rode on a load of apples to the nearest cider mill."

"And," continued Mr. Lord, handing our reporter a fine chocolate perfecto, "upon my arrival there I accepted a glass of soft, even sequacious, cider, no small part of which I drank. I hope, if granted sufficient opportunity, to live this indiscretion down."

### THINGS WE WANT TO KNOW.

Why electric fans are always stationed so high that the air circulates around the ceiling instead of where it would do some good.

"Hello!" telephones vivacious, she seemed so over the 'phone, Miss E. G. "Did you notice the item about J. H. Graft, an Ohio politician?" Attention Prof. Blumenthal, vocational bureau. Next case.

Said next cases being those of Mr. Vroom (difficult German wheeze), running the "Why Dairy Lunch" in New York, and Mr. Graves, tombstone maker of Charlottesville, which S. who sends the item, advises is just that kind of town.

Things That Make Life Worth While. CAMEO: "Dropping in your nickel at a telephone pay station, and having central tell you that 'you'll have to drop in another nickel, that one didn't register.'"

"As a result of your Atlantic City boosting trip," writes the same Cameo. "I have decided to go over there next Wednesday." If you'll advise your hotel, Cameo, we'll put in a bill.

Rare is it indeed for a trade publication to be frank about its own line. Yet "Motography," a movie magazine published in Chicago, refers to "picture theaters and places of amusement."

G. S. K.: — Mr. Evans' poetry — D. W.

Those who complain that we never praise anything are advised that this column's unconditional conception of the crow's nest of comestibles is SLICED PEACHES, brewed with an amplitude of sugar and no cream.

"President Plays Golf; Daughters Paint the Hills."—The "Times." And they're quite some comprehensive hills, we hear.

This is ideal weather for reading about Count Boni's long fight for matrimonial freedom. But hasten ere the mercury rises.

Something New In Distinctions. (From the Paterson, N. J., "Call.") Bystanders and citizens held the motorman responsible.

"I've observed," kumshoes Billiken, "that down toward the end of the column the paragraphs get smaller and smaller, and that the shortest one is always at the bottom. Does it have to be done that way?"

Not necessarily. It's simple enough to invert the process:

Simply by making this paragraph a little longer than the ones before it—

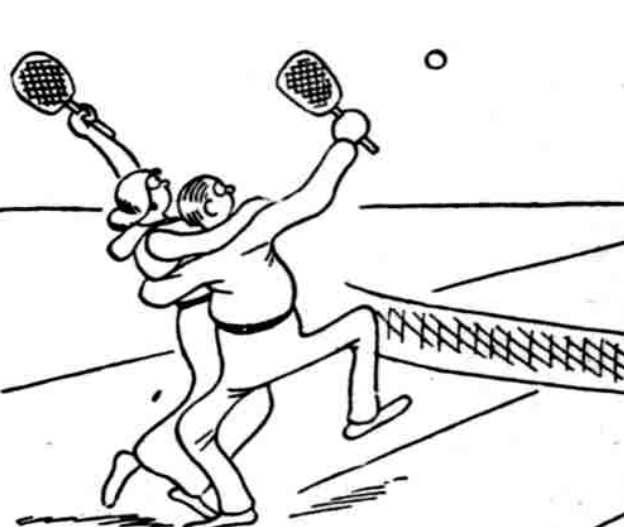
Then continuing in the same strain by making this one even longer than those in front of it—

And concluding with one that from a standpoint of comparative magnitude and relative bulk has a little something on any of them. G. S. K.

## WHY NOT?

By MAURICE KETTEN

WHY NOT?  
FOR TURKEY-TROT  
TEAS



## Good Stories

Real Estate Transfer.

"A MONG the tenements that lay within my jurisdiction when I first took up mission work on the East Side," says a New York young woman, "was one to clean out which would have called forth the best efforts of the renovator of the Augean stables. And the families in this tenement were almost as hopeless as the tenement itself."

"On one occasion I felt distinctly encouraged, however, since I observed that the face of one youngster was actually clean."

"William," said I, "your face is fairly clean, but how did you get so dirty hands?"

"Washin' me face," said William. Judge.

Of Course.

A NEW YORK dramatic writer tells of an actress of great popularity who is just beginning to be obsessed with the notion that the public holds her to be older than she really is.

The writer was assigned to interview this player. He wished to obtain her views with reference to the state of the drama, a topic whereon the actress did not seem particularly anxious to descend.

"It does not seem to me," gently suggested the interviewer, with a smile, "that I am really ascertaining your opinion. You ought to be frank, since your eyes are gray and my boy, prematurely so," the actress hastened to assure him—Judge.

Vital Question.

THE case had reached a critical stage. Even the judge seemed to awaken to a lively interest in the proceedings for the most important witness was about to be cross-examined. "So you are the lady's maid?" began the relentless barrister.

"Yes, sir."

"And where were you at 7 o'clock on the evening in question?"

"I was in my lady's room, sir."

"For what purpose?"

"I was dressing my lady's hair, sir."

The barrister leaned forward and spoke slowly and impressively. "Now, think," he said, "I want you to be very careful in answering this question: Was or was not your mistress in the room at the time?"—Argonaut.

The New Word.

I the South they say it is customary for the waiter to ask when breakfast is ordered, "How will you have your eggs?"

One morning a man had ordered some sausage cakes, rolls, and coffee, says the Chicago Record-Herald. When the waiter asked "How will you have your eggs?" the man replied, "You may eliminate my eggs this morning."

## Reflections of A Bachelor Girl

ONE engagement doesn't make a summer.

Every marriage, like every rarebit, is just a blind experiment, and nobody on earth can tell the particular reason why it turns out "smooth" or crumbles to pieces.

Of course, it is illogical and inconsistent for a "confirmed bachelor" to marry, but sometimes it is better to be loved than logical and happy than consistent.

The moment a man begins to get serious he begins to get foolish; and the depth of his love can always be measured by the height of his folly.

"Conscientious scruples": That which prevents a man from doing a thing which is distasteful, annoying, boring or fatiguing.

A summer man's Dream of Heaven: To lie in a hammock, sipping iced drinks and listening to a girl who adores him tell him how wonderful he is, while he smokes her father's cigars.

A man is not a "confirmed bachelor" until he can be rejected by a woman without the slightest pain, and feels nothing but mild amusement at the discovery that one of them is deceiving him.

While the summer sun shines the farmer makes hay, the bees make honey, the hotels make money, the motorist makes time. But the wise man just makes love.

A fashionable woman's idea of success in matrimony appears to consist in getting out of it with plenty of alimony.

## THE MAID FROM KINSALE

By EUGENE GEARY.

A T Queenstown the ship put her screws into motion. An' bathered away like a thrashin' machine:

Before us a long an' complete stretch iv ocean, Behind us the mountains iv Kerry—all green.

An' weepin' an' aobbin' filled up every minute, The evenin' died out wid a sorrowful wail,

Except for wan colleen, who sang like a linnet— A sweet little maid from town iv Kinsale.

She danced jigs an' reels wid the grace iv a fairy,

Her little feet twined like hooks an' like eyes, An' oh! Sure her laugh was so whole-some an' airy

It banished full many a breastful iv sighs.

## Learn One Thing Every Day

16.—MATCHES.

THE first match that resembles ours in any way was made by a Frenchman named Chance. This was in 1806. A bit of wood was tipped with chemicals that burst into flame when it was dipped into a bottle of acid. A little later another match came into use. It was made of paper, the tip dipped in chemicals, inside of the tip was a tiny glass bulb containing acid. When the bulb was crushed the acid combined with the chemicals and fire was produced. You can see how utterly impracticable and expensive these matches must have been.

The first practical lucifer match was made by an Englishman, John Walker. It was much like our matches, but it had to be struck between folded sand-paper, so there was friction on all surfaces at once. These sold for 2 cents a dozen.

Then came a great problem. Yellow phosphorus, which is extremely poisonous, was being used for match tips. One grain of it would kill a man. It was found that the employees in the match factories would fall very ill just from handling the stuff. People even committed suicide by swallowing match heads.

Thus evolved the safety match. Instead of putting the phosphorus on the match, a small strip of the poisonous kind (the red phosphorus) was put on the outside of the box and the match was struck on it. A few years ago the Belgian government offered a big prize for a "strike-anywhere" match not to contain any poisonous phosphorus. Two Frenchmen won the prize. These matches are now being made in great quantities. They are more expensive than the others.

What's on the Program in Washington Today

Meetings, evening: Masonic—The New Jerusalem, No. 9, and George C. Whiting, No. 22; Washington Chapter, No. 2, Royal Arch; William F. Hunt Chapter, No. 15, Order of the Eastern Star.

Red Men—Sioux Tribe No. 18, Odd Fellows Hall, K. near Four-and-a-half streets southwest; Logan T. the Wisconsin avenue and N street northwest. Golden Eagles—America Castle, No. 3, 316 Pennsylvania avenue.

Knight of Pythias—Harmony, No. 21; Coldwell Company, No. 23.

Old Fellows—Columbia, No. 10; Excelsior, No. 17; Salem, No. 22.

K. O. T. M.—District Tent, No. 8, Marlboro Temple.

National Union—Washington Council, Pythian Temple; Fraternal Council, Perpetual Building.

Census Council, Schimidt's Hall; Meeting of Hope Council, No. 1, Independent Order of Jonadab, 615 Louisiana avenue northwest, 8 p. m.

Amusements.

Columbia—"My Wife," 2:15 and 8:15 p. m.

Polite—"Man and Superman," 2:15 and 8:15 p. m.

Glen Echo—All amusements.

Chevy Chase Lakes—Concert by Marine Band, dancing, and other amusements. Great Falls—Music and other amusements.

Luna Park—Dancing and other amusements.

Marshall Hall—Boats leave Seventh street wharf 10 a. m., 2:30 p. m., and 8:30 p. m.

River View Park—Boats leave Seventh street wharf 10 a. m., 2 and 7 p. m.

Colonial Beach—Steamer St. Johns leaves Seventh street wharf every day except Monday at 9 a. m. Saturday, 2:30 p. m.